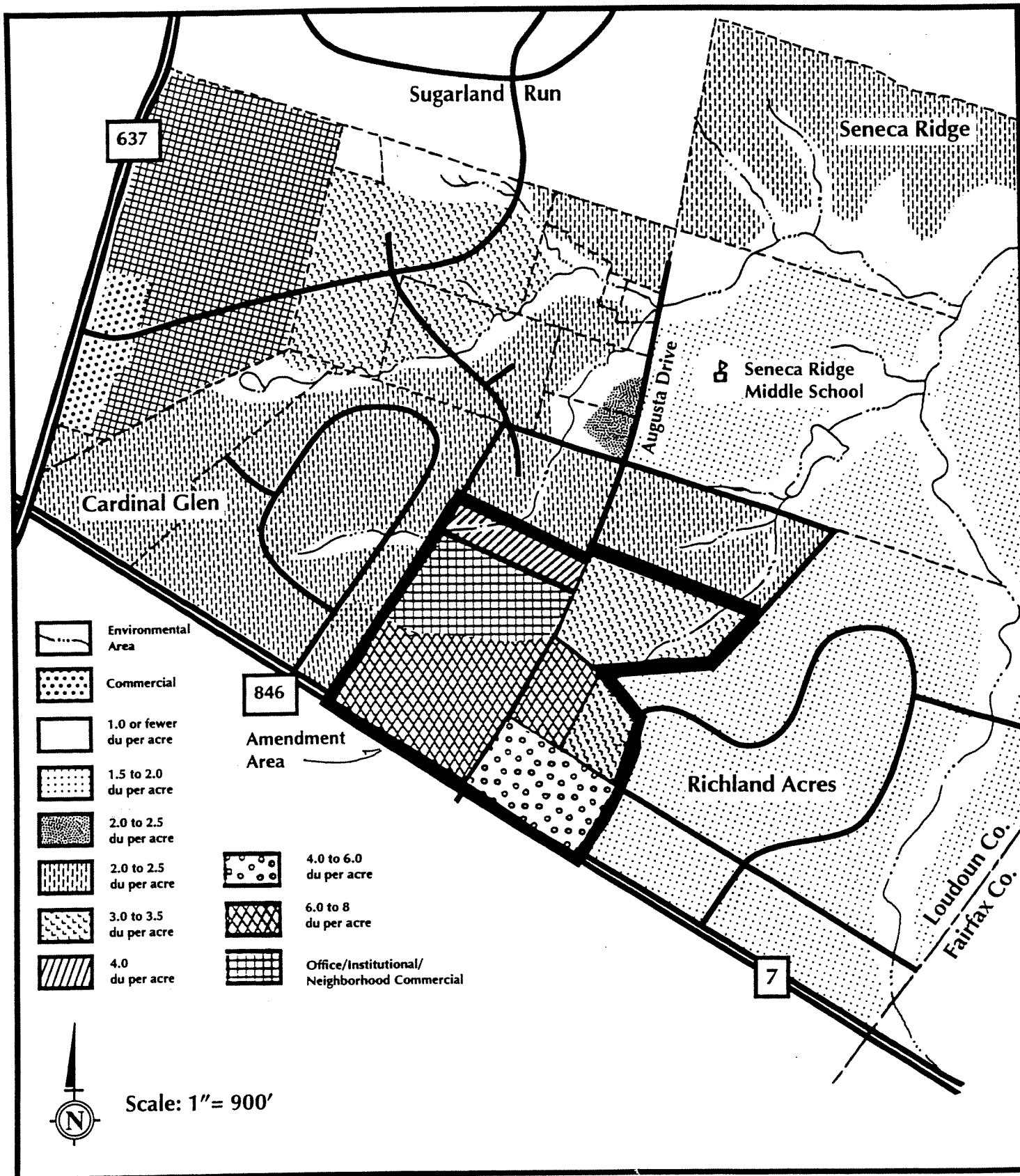


CPAM 1994-0007
Route 7/Augusta Drive

Adopted August 2, 1995

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Amendments to the Eastern Loudoun Area Management Plan:

E. North of Route 7 (East of Route 637 and South of Sugarland) (See Figure 11, page 48)

The undeveloped property in this area is bounded by Richland Acres, Route 7 and Cardinal Glen, Route 637, Mirror Ridge and the planned community of Sugarland Run. It comprises 24 separate parcels on approximately 200 acres and should be developed primarily for residential uses at densities and with housing types both compatible with those of contiguous developments and consistent with the General Plan designation as a residential community. Low rise commercial retail and/or local office uses would be appropriate along Route 7 between Cedar Drive and Lakeland Drive; Office/Institutional/Neighborhood Commercial uses would be appropriate along Route 7 between Cedar and Augusta Drives.

1. The development density gradient should effect a transition from the present 0.9 dwellings per acre of Richland Acres to the east to the 5.5 dwellings per acre of Mirror Ridge to the west, taking into account the 2.5 dwellings per acre of Cardinal Glen and the south Sugarland community.
2. Development in the Augusta Drive/Route 7 area shall comply with the following policies:
 - a. The undeveloped lots in Richland Acres adjacent to the Black and Jennings' properties should be permitted to develop at residential densities ranging from 3.0 to 3.5 units per acre. Richland Forest and the Black property are also planned to develop at densities up to 3.0 to 3.5 dwelling units per acre.
 - b. The portion of the Jennings' tract located east of Augusta Drive and north of the proposed Route 7 North Parallel Road should be developed with single family attached and/or detached residential units at densities ranging from 6.0 to 8.0 units per acre to effectuate a transition between the non-residential uses to the south and the lower density residential uses to the north and the east. To assure that an effective transition is realized between this property and neighboring lots, a 50 foot minimum building setback will be maintained along the northern and eastern boundary. Adjacent to the property line within the building setback, a 25 foot landscaped buffer will be constructed on the Jennings' property with a fence being constructed on the inner edge of the buffer on the north and east sides. The buffer yard will meet the requirements of the 1993 Zoning Ordinance Type 4 Buffer yard.

- c. The portion of the Jennings' tract on the west side of Augusta Drive should transition in density from 4.0 single family detached dwelling units per acre near and adjacent to the existing and planned single family detached dwelling units of Richland Forest, Cardinal Glen and the Carter property. Higher densities of 6.0 to 8.0 single family attached and/or detached units can be developed as the site transitions towards Route 7 and Augusta Drive with an overall development density not to exceed 7 dwelling units per acre.
 - d. The Carter property should have an overall development density not to exceed 4.0 single family detached units per acre.
3. Development plans should include buffers at density transitions whenever possible using natural features such as existing stands of trees, streams and open space in order to promote a harmonious transition from higher to lower densities. Extensive landscaped buffers for visual and acoustical screening should be employed for development where residential and non-residential uses abut Route 7, the proposed Route 7 North Parallel Road, non-residential uses and between the single family attached units and Richland Acres subdivision.
4. The site design of single family attached residential units should minimize the visual impact on the existing single family detached neighborhoods. Where different types of residential units back to existing single family detached residential units and/or subdivisions, landscaping, screening and/or facade treatments should be developed.
5. The backs of residential units should not face Route 7.
6. Development plans should include a pedestrian network which links to existing residential communities. Pedestrian access to the Cardinal Glen subdivision should be provided at the existing road access located at the southern entrance to the subdivision and should not be located between existing residential units.
7. The site design of the office/institutional/neighborhood commercial uses between Cedar and Augusta Drives fronting Route 7 should be visually screened and buffered from the residential units. This includes protecting these areas from any visual effects of on-site lighting and signage.
3. The present CR-1 zoning of undeveloped lots within Richland Acres should be continued; however, the undeveloped lots which abut the Jennings' property should be permitted to develop at a higher single family detached residential density of 3.0 - 3.5 du/ac to provide an effective transition between residential uses on both sides. Low rise commercial retail and/or

local office uses are recommended along Route 7 in the area between Cedar Drive and Lakeland Drive. The 10 acre tract along Route 7 between Lakeland and Cedar Drives should be rezoned to non-residential uses only as a unified concept plan. Development Plans for this tract should include careful site design to ensure:

- a. Safe and effective vehicle movement from Route 7 into and through the shopping center.
 - b. Safe and effective pedestrian movement from the north and west into and through the shopping center.
 - c. The northern portion of the tract facing Richland Acres is free of incompatible non-residential elements such as dumpsters or loading bays.
 - d. The facades of structures facing Richland Acres be constructed with appropriate finishes and landscaping so as to be a visual and an environmental asset to that residential community.
9. Office, Institutional and limited neighborhood commercial uses are recommended along Route 7 between Cedar and Augusta Drives. The intent of this designation is to provide a distinct transition between the commercial uses to the east and the residential uses to the west. The Plan strongly encourages the consolidation of frontage parcels to provide one cohesive, comprehensive development plan at the time of rezoning. Development plans for this area should include careful site design to ensure:
- a. The proposed uses reflect office, institutional and limited neighborhood commercial types of uses. Appropriate uses for this area are limited to the following: office, administrative, business and professional; bank and financial institution (no drive through); health and fitness center; office, medical and dental; post office; adult day care center; educational institution; printing services; business service establishment; library; park; public utility service center, without outdoor storage; radio and television recording studios, excluding broadcasting towers and antennas; research, experimental, testing or developing activities; utility substation; water and sewer pumping stations; church, synagogue and temple; child care center; fire, police and rescue station; restaurant; facilities for lessons in dance, gymnastics, judo, and sports training; private schools, accessory to a church; personal service establishments; convenience food store without gas pumps; art gallery; studio space; and pharmacies. Uses which are precluded are: commercial uses

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which are not identified above or do not meet the definition of personal service¹ or business service establishments²; gas stations; gas pumps; drive through fast food establishments; drive through banks and financial institutions, construction retail establishments and community centers.

- b. The only means of ingress and egress to the area will be provided from the proposed Route 7 North Parallel Road. There will be no access from Route 7, Cedar Drive and Augusta Drive.
- c. Safe and effective pedestrian movement from the north and west into and through the area will be developed.
- d. Placement of incompatible non-residential elements of the development in the area such as dumpsters or loading bays will be away from adjacent residential areas and will not be visible from Route 7.
- e. For Office and Institutional uses, landscape buffers, will be installed along Route 7, Augusta Drive, Cedar Drive and the proposed Route 7 North Parallel Road. For any neighborhood commercial uses which are developed, landscape buffers consisting of walls, berms and/or dense landscape materials will be installed along Route 7, Augusta Drive, Cedar Drive and the proposed Route 7 North Parallel Road.
- f. In the event the properties located directly on Route 7 are not developed as one consolidated development plan, the property owners will be encouraged to develop cohesive landscaping along Route 7 and maintain consistent building setbacks.

¹ *Personal Service Establishment: Establishments primarily engaged in providing services, including the care of a person or his or her apparel, such as, but not limited to, laundry, cleaning and garment services, garment pressing, linen supply, diaper service, coin-operated laundries, dry cleaning, carpet and upholstery cleaning, photographic studios, beauty shops, barber shops, shoe repair, hat cleaning, steam baths, reducing salons and health clubs, travel agent, clothing rental, locker rental, porter service, optician, and tailor.*

² *Business Service Establishments: Establishments primarily engaged in rendering services on a fee or contract basis to the business, commercial, industrial, or institutional community, such as advertising and mailing; business maintenance; employment service; management and consulting services; travel agent; protective services; equipment rental and leasing; commercial research; development and testing; photo finishing; quick print shop; and personal supply services; but not including retail sales to the general public in excess of twenty (20) percent of the gross floor area. Such retail sales area shall only be a secondary and subordinate ancillary activity.*

- g. The facades of structures in the area will be constructed with finishes that complement the character of the adjacent residential communities and to provide a visual asset to the residential community. Roof top air conditioning units will be visually screened from view.
 - h. Lighting of the facilities developed in the area will be directed toward the on-site uses and will not encroach upon any residential area.
 - i. Signage will complement the design of the principal use(s) of the area and will be placed so as not to cast glare on the adjacent residential uses.
- 10. Environmental sensitivity should be employed in the design of each development to respect, preserve and enhance existing streams and drainage ponds such as that of Baskin or of Kaufman/Jenkins. These environmental areas should be designated passive recreation space to be used as walkways to existing and proposed activity centers such as schools, a library and neighborhood shopping center.
- 11. A continuous access through the tract should be established connecting Lakeland and Augusta Drives. No median breaks on Route 7 should be permitted. Any development proposal for the site should include transportation solutions which help meet the following objectives and performance guidelines:
 - a. No additional median breaks should be allowed on Route 7.
 - b. The transportation system should not depend on any new U-turns from left turn lanes to accommodate anticipated traffic movements in lieu of new median breaks and current U-turn/left turns such as those now occurring at Route 7 and Route 228 should be eliminated.
 - c. Route 7 should be widened to six lanes in the area, with appropriate contributions to the improvement from new development along the road.
 - d. New access to Route 7 at points other than existing intersections should only be considered in cases where:
 - 1. Three full directional lanes of traffic (eastbound or westbound) are proposed in a concept plan by the applicant;
 - 2. Entrances including deceleration and acceleration lanes are

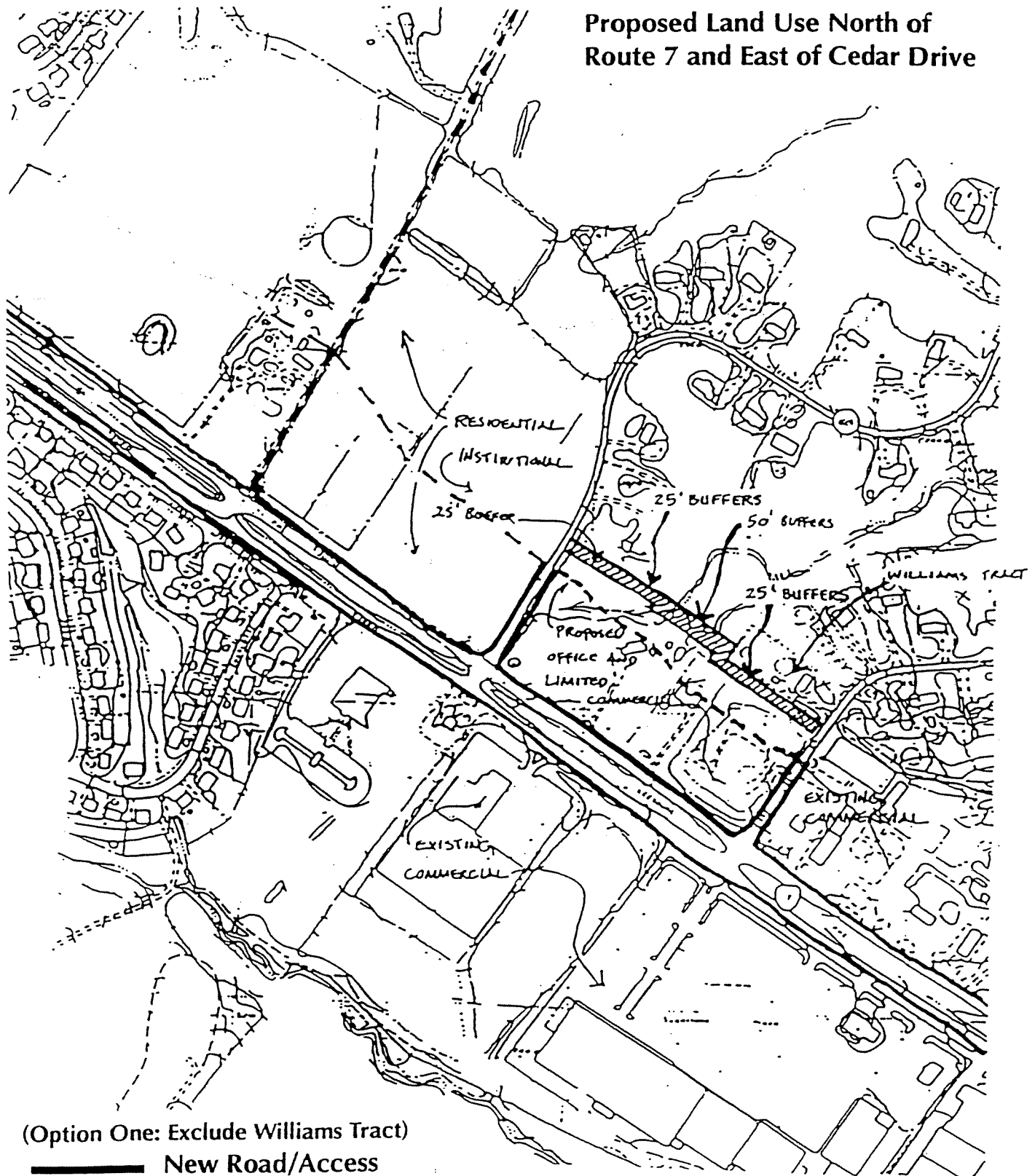
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- in full compliance with VDOT standards;
 - 3. The entrance will not degrade the level of service at proximate intersections
 - 4. Traffic safety problems will not be created; and
 - 5. Unacceptable weave/merge conflicts will not be created on Route 7.
- e. Appropriate stacking distances and lanes will be provided for all left turn movements onto or from Route 7.
- f. To the extent that unacceptable impacts are not created on residential areas, access to office/commercial development north of Route 7 should be by parallel roads/project spine roads. The distance of these roads from Route 7 should be consistent with appropriate stacking distances and lanes for left turns on roads intersecting with Route 7 (see Figure 12).
- g. Roads intersecting with Route 7 should be improved to an appropriate geometric section. The geometric section of the road segment serving office/commercial development shall not be extended in an inappropriate manner to the residential areas to the north. Appropriate tapered transitions should be provided in these cases.
- h. To the extent that unacceptable impacts are not created on residential areas, a continuous parallel road should be provided north of Route 7, terminating to the west at Augusta Drive. (see Figure 12, page 51)

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Proposed Land Use North of
Route 7 and East of Cedar Drive



(Option One: Exclude Williams Tract)

- New Road/Access
- - - Widen Existing Road